REMARKS

Responsive to the communication mailed on March 20, 2002, the Applicants provide the following remarks in an effort to address the issues noted by the Examiner and to more particularly point out and distinctly claim their invention. The Applicants submit that by this amendment, no new matter has been added to the application. Reconsideration and reexamination are, therefore, respectfully requested.

Priority Claim

In fulfillment of 35 USC § 119(b), the Applicants hereby enclose a certified copy of Austrian Application No. A 80/2000 filed on January 19, 2000.

Status of the Claims

By this amendment claims 1-2 have been amended while claims 3-4 remain unchanged. Thus, claims 1-4 remain pending in the application.

Rejections under 35 USC § 103(a)

Claims 1-4 stand rejected under 35 USC § 103(a) as being obvious over the disclosed prior art in view of *Gosslau*, U.S. 1,972,441.

Gosslau relates to an internal combustion engine electric generating set having a radial cylinder internal combustion engine and an electric generator. The invention aims at preventing the transmission of torsional oscillations from the casing of the internal

combustion engine to the casing of the electric generator. As disclosed on page 1 lines 60-68, this is achieved through the use of elastic intermediate members 7 which are arranged on a flange of one of the casings and which are inserted into correspondingly shaped recesses in the flange of the other casing. This arrangement, which is shown in figures 1-3, is only designed for and is restricted to preventing the transmission of *torsional* oscillations that specifically occur when using a radial cylinder internal combustion engine in an internal combustion engine electric generating set.

In contrast to *Gosslau*, the object of the Applicants' invention is to prevent the transmission of any and all *omnidirectional* vibration between the casings of an internal combustion engine and an electric generator. The present invention is not restricted to the damping of torsional oscillations (which are a specific problem to be solved when using radial cylinders in internal combustion engines), but in addition, makes it possible to prevent the transmission of any and all vibration occurring between the casings of the internal combustion engine and the electric generator independently from the direction of the vibration. This means that longitudinal, transversal, torsional and any other vibrations can be dampened with the system presently disclosed, as there is no direct contact between the casings of the internal combustion engine and the electric generator.

The arrangement shown in *Gosslau* cannot be utilized to prevent the transmission of transversal or longitudinal vibrations, as these vibrations can be transmitted across the flanges of the casings by their contact points without being dampened. Furthermore, *Gosslau* does not in any way show or suggest the prevention

of the transmission of any and all omnidirectional vibration between the casings of an internal combustion engine and an electric generator; hence, the Applicants submit that their invention is patentably distinguishable over the cited prior art.

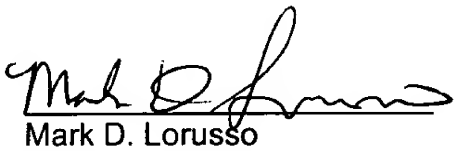
To further distinguish the present invention from *Gosslau*, the Applicants have amended claim 1 by incorporating the feature that a direct contact between the engine casing and the generator casing is avoided. Additionally, Claim 2 has been converted to a dependent claim that is dependent upon and further limits claim 1, while claims 3-4 have not been amended as they are dependent claims that further limit claim 1.

CONCLUSION

For the reasons advanced above, the Applicants respectfully submit that the present application is in condition for allowance and that action is earnestly solicited.

Attached hereto is a marked-up version of the changes made to claims by the current amendment. The attached page is captioned **"Version with Markings to Show Changes Made."**

Respectfully Submitted
LORUSSO & LOUD



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VERSION WITH MARKINGS TO SHOW CHANGES MADE

In the claims:

Claims 1-2 have been amended as follows:

1. (Amended) An engine-generator arrangement comprising an internal combustion engine whose output shaft is connected to the drive shaft of the generator by way of an elastic coupling, characterised in that the engine casing of the internal combustion engine is connected elastically to the generator casing of the generator so that a direct contact between the engine casing and the generator casing is avoided.

2. (Amended) An engine-generator arrangement [comprising an internal combustion engine whose output shaft is connected to the drive shaft of the generator by way of an elastic coupling,] according to claim 1 characterised in that the engine casing of the internal combustion engine is connected rubber-elastically to the generator casing of the generator.